

Calais Roads Advisory Committee Meeting Minutes

Wednesday, March 18, 2015

at the Calais Town Office

(Approved May20, 2015)

Committee members present clock wise from the chair: Rick Kehne (Vice-Chair), Greg Pelchuck, Rose Pelchuck (Selectboard representative), Stephanie Kaplan (Chair)(arrived 8:37), Gary Schultz (arrived 8:09), Peter Harvey (Secretary), and Barbara Weedon.

Committee member absent: Doug Lilley

Guests: none

(7:05pm) Rick called this meeting to order

- Public Comments
 - None this evening
- (6:05pm) approve minutes of Feb 18th meeting
 - approved with one minor correction – Barbara (Greg) 4-0
- (6:10pm) Rick & Peter - Review and vote to approve Lightening Ridge recommendations
Rick & Peter
 - Rick walked us through a report compiled from 3 previous documents and road checked by Rick & Peter: Calais Roads Advisory Committee, Recommendations for Lightening Ridge Rd., February 8, 2015
 - Peter (Gregg) made a motion to pass these recommendations, without changes, and with Gary's explanation of his abstaining from the vote, to the Selectboard. The motion passed 4-0-1
 - 7:01 Gary abstained and explained his not voting; saying that he felt we have exceeded our charge. He doesn't "feel qualified to make judgements on intersections" and "if it ain't broke, don't fix it." "I can see being concerned around the school." "From what I'm hearing from you [Rick's analysis of the traffic counters] we don't have a speeding problem.
 - Rick said we are only making recommendations to the Selectboard.
 - We decided that we should give the Selectboard all our opinions and have them decide what the parameters of our charge are.
 - Peter said that intersections are not specifically addressed in our standards. If we want to address intersections we need to specifically write them in.

- Peter suggested that Rick and Greg prepare a section about roads and present it at our next meeting.
- (8:19pm) Gary – report on do State or Federal standards have jurisdiction over our Town Roads? Would we be penalized if we don't comply?
 - Gary told us there are Federal Regulations/requirements; and nobody from the State is watching it... Their major concern is stop signs, things like that. There were dead lines that have since been lifted... The state is not taking any active role in checking to see if the [newest] big [road] signs are there.
 - We agreed to pass this information on to the Selectboard.
- (8:24pm) Rick – report on meetings with Toby & Alfred about plowing corners
 - Rick has ridden a few times with Alfred and then with Sid
 - It seems like the road crew has made some effort on plowing tighter radiuses in these intersections;
 - but the corners keep getting pushed back [making wider radiuses]
 - Rick also said that they are concerned about not wanting to leave snow where it could make the roads muddier when it melts in the spring; so they are winging the snow back in these intersections.
 - Rick also talked about leaving enough space between trees in rows along the roadsides so the road crew can push the snow further off the road, between the trees, when they wing it back in the spring.
 - Greg talked about needing to push the snow back for better line of site vision in the intersections.
 - Rick said we need to talk with Alfred & Toby about what works for them.
- (8:30pm) Rick – report on analysis of the traffic numbers and speeds recorded on West County Rd.
 - Rick passed out three charts that he had made from the data:
 - Speed in 5 mph increments
 - The 85th percentile establishes the safe driving speed of that road, an international standard
 - People drive what they perceive to be the safe speed for that road.
 - Measure 100 car, non-rush hour, free flowing cars; order their speeds from slowest to fastest; The 85th speed is considered the safe driving speed for that road.
 - If a town requests to change the speed on a class 1 road, the first thing AOT will do is this study to see what the 85% range is. If the speed is below this, people just ignore it.
 - The 95th % are speeders

- Above that are the extreme speeders
 - Volume in one hour increments
 - Shows how many cars in each direction
 - And peak travel counts and times in each direction
 - Class [how many cars & pick-up trucks, trucks of various sizes
- Rick walked us through the West County Rd statistics.
 - The ADT (Average Daily Total taken over one week) is 617 vehicles
 - South bound one hour peak is 32 vehicles in the morning
 - North bound one hour peak is 20 vehicles in the afternoon
 - The 85th percentile is 39 to 40 mph
 - The 95th percentile is 44 to 46 mph.
 - Less than 7% of cars on West County Rd are speeding greater than 50 mph.
 - Rick told us that we don't really have a speed problem.
- (8:57pm) Rick – report on his rides with plows during recent snow storms
 - The rides with the snow plows have been enlightening. We have to adjust our Standards to different topography and drainage conditions.
 - Trees spaced apart seem close together when driving down the tree line, leaving room to drop a wing and push snow further back off the road.
- (9:00pm) Rick & Barbara report on Adamant Store intersection progress
 - Rick showed us some options and told us that a lot of people are resistant to changing the intersection. Tightening up the intersection will create new problems [numerous signs and traffic flow/parking problems.
 - Barbara told us that speed, sight lines, and safety are not problems in this large village intersection. This is Adamant's public space where people gather, trucks park...once you create parking for the store, you no longer have a tight intersection with a lot of green space.
 - Rick told us that if we pull that road in, drivers will push it back out through use.
 - Barbara told us what people like and want is all in the eye of the beholder.
 - Peter said that it is already a safe intersection.
- (tabled till next meeting) Greg - report of comparative hauling costs from local gravel pits for 10 wheeler & 6 wheeler loads [Manosh (4 quarries), Bidford, Pick]
- (9:03pm) Peter – report on Center Rd culvert design from Toby
 - Barbara questioned the study stating that the culvert needs to be replaced. No culvert would have prevented the overflow when the dam broke two years ago.
 - Barbara, Peter, and others are concerned about the appearance of the wings. The design examples look too fake. The stone walls upstream on both sides of

the Hagget Rd culvert outlet from the beaver dam are facades over concrete, but they cost a lot more and were paid for privately.

- Greg will look into the construction of the culvert at our next meeting.
- Barbara & Peter said that just because we got the grant we don't have to do the project.
- Rick reiterated that they design to storm event, not a dam break
- Rose told us that there will be a public hearing for public input about the design
- Gary told us that if you are going to fight it, fight it based on fact [hydrology study]
- Barbara suggested it might be less expensive to repair future overflow damage than to install the presented design.
- (9:29 pm) Peter – report on why Mike Garand could not paint the County Rd lines with narrower lane.
 - Mike told Peter that it was the Selectboard that looked into painting the lanes on the County Rd narrower because they wanted to paint off a pedestrian/bicycle lane on one side of the road.
 - The County Rd is about 22 ft wide. The standard AOT paved road is now 24 wide
 - 3 to 4 ft is needed for a safe pedestrian/bicycle lane
 - It would be too expensive to widen the road [sub base, extend culverts, etc]
 - The double yellow line is required; the white fog line or edge line is painted 2-3 inches in from the edge and is not mandatory. Mike paints the edge line on to show the edge of the road and keep cars off the edge to that it does not get broken off as much.
 - Mike tries to re-paint the road lines every spring.
 - Mike referred us to the AOT Paint shop for regulations about painting lines
- (tabled till next meeting) Greg & Rick review Calais Road & Bridge Standards and propose changes about road side tree cutting and maintenance.
- (9:37pm) Other business
 - **Stephanie** – Road side trees
 - The [VT Urban & Community Forestry Program's](#) grants program
 - Create a Town Tree Committee
 - The Conservation Committee and maybe the Cemetery commission & the Roads Committee can work together.
 - A Tree Committee may attract new people that are just interested in planning trees along the roads sides and in front of the cemeteries.
 - Barbara said the Town needs a Tree Farm
 - Stephanie will send links to everyone

- (9:35) **Stephanie** – send copies of the new Committee Charge to Donna, Denise, and Roads Advisory committee members
- Report of Action List
 - None this evening
- 9:43pm Adjourned

Attached reports:

- Calais Roads Advisory Committee, Recommendations for Lightening Ridge Rd., February 8, 2015
- Traffic analysis charts: Speed, Volume, Class [vehicle]
- INFORMATIONAL REPORT re: the EXISTING 5' DIAMETER CORRUGATED CULVERT NEAR JUNCTION WITH TH 57, ADAMANT ROAD, July 2014– NEWTON TECHNICAL SERVICES
- Grant Application Center Rd 2015
- Calais TH 6 Center Rd March 2014 cost chart
- Hydraulic Study for T.H. 6 (Center Road) Site in Adamant, 100' south of the intersection
- Lane Widths on County Rd – Peter Harveys

THE NEXT MEETING IS WEDNESDAY APRIL 15, 2015